

AMENDMENTS TO THE SPECIFICATION:In the title:

Please change the title to read --Electric Power Steering Apparatus--.

Page 8:

Please substitute the following replacement paragraph for the paragraph beginning at line 7:

The electric assist mechanism 17 is constructed of an electric motor unit 21, a speed reducing gear housing 23 that accommodates a speed reducing gear train for transferring rotational driving force given from the electric motor unit 21 to an output shaft 25 provided at a front end of the steering shaft, a torque sensor (unillustrated) for a steering torque applied to the steering wheel 41, and so forth. In the case of the present embodiment, the outer jacket 15 and the speed reducing gear housing 23 are formed as an integrally molded product formed of an aluminum alloy as a material. The outer jacket 15 and the gear housing 23 may also be formed separately and then assembled into one united body by press-fitting and the like. A lower end of the electric motor unit 21 is fixed to a rear-sided upper surface of the speed reducing gear housing 23. A pivot bracket 33 is integrally formed on an upper portion of the outer jacket 15 behind the electric motor unit 21 and the speed reducing gear housing 23. The pivot bracket

33, which is a countertype of the lower bracket 5, is connected to the lower bracket 5 in such a way that a pivot pin 31a is inserted through through-holes 5b—formed in vertical portions 5b of the lower bracket 5 and fastened by a nut 31b via bushes 100. In FIG. 1, the numeral 35 designates a steering intermediate shaft connected to a front end of the output shaft 25 through a universal joint 37. The intermediate shaft 35 is defined as a telescopic shaft and connected to a rack-and-pinion mechanism of a steering mechanism that is provided at a lower part of the car body.

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Please substitute the following replacement paragraph for the paragraph beginning at line 15:

The tilt/telescopic adjustment mechanism 51 includes, in addition to the aforementioned adjustment bolt 53, an adjusting nut 57 screwed onto the adjustment bolt 53 and an operation lever 61 fastened to the adjustment nut 57 by a bolt 59. In the case of the present embodiment, a truncated cone portion of the adjustment nut 57 is taper-fitted in a truncated cone recessed portion of the operation lever 61. When rotating the operation lever 61 counterclockwise, the upper bracket 3 is fastened by the adjustment nut 57 and the adjustment bolt 53. When rotating the operation

lever 61 clockwise, the upper bracket 3 is released from being fastened. In FIG. 3, the numeral 63 represents elongate holes formed in the upper bracket 3, and the adjustment bolt 53 moves along within this elongate hole 63 when in a tilting operation. Further, members indicated by the numeral 65 in FIG. 3 are tilt assist springs stretched between the upper bracket 3 and the outer jacket 15. When the upper bracket 3 is released from being fastened through the operation of the operation lever 61, elastic force of the tilt assist springs 65 prevents an abrupt ~~fall movement~~ of the steering column.